




## Federal Aviation Administration

---

### Memorandum

Date: November 02, 2016

To: Clark Desing, Director, Western Service Center

From:   
Charles D. Deavers, Manager, Concord Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement  
Aircraft Accident, N364RM  
Concord, CA, October 25, 2016

---

I certify that air traffic aircraft accident package, CCR-ATCT-0044, has been reviewed and is complete.

Aircraft Accident Package

CCR-ATCT-0044

N364RM, BE36

October 25, 2016, 1920 UTC

Destroy: April 25, 2019 UTC

SECTION 1.  
Table of Contents

## TABLE OF CONTENTS

SECTION 1.	Table of Contents
SECTION 2.	FAA Form 8020-6, Report of Aircraft Accident, and FAA Form 8020-6-1, Report of Aircraft Accident, (Continuation Sheet)
SECTION 3.	Review of Services Memo(s)
SECTION 4.	FAA Form(s) 7230-4, Daily Record of Facility Operation
SECTION 5.	Personnel Log(s)
SECTION 6.	FAA Form(s) 7230-10, Position Log, or automated equivalent
SECTION 7.	Facility Layout Chart(s)
SECTION 8.	Airport Diagram
SECTION 9.	FAA Form(s) 8020-3, Facility Accident/Incident Notification Record
SECTION 10.	Weather Products
SECTION 11.	Other

SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and  
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

**FAA Form 8020-6, Report of Aircraft Accident**

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION  <b>REPORT OF AIRCRAFT ACCIDENT</b>		REPORT DATE November 2, 2016	REPORT NO. CCR-ATCT-0044				
		NAME OF REPORTING FACILITY Concord ATCT (CCR)					
1. AIRCRAFT IDENTIFICATION AND TYPE  N364RM, BE36		2. DATE/TIME OF ACCIDENT (UTC)  October 25, 2016; 1920 UTC		3. LOCATION OF ACCIDENT (MANDATORY) Concord, CA; 8 ENE CCR  LATITUDE/LONGITUDE (OPTIONAL) N37 58 13.0000 W121 53 45 0000			
4. NATURE OF ACCIDENT  Crash				5. TYPE OF FLIGHT  No Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	[REDACTED]	Pilot	Walnut Creek, CA			X	
	[REDACTED]	Unknown	Unknown, Unknown			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT	0	NUMBER UNINJURED	0	NUMBER INJURED	0
8. AIRCRAFT DAMAGE Destroyed		9. PROPERTY DAMAGE Unknown					
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT CONCORD METAR - 1853 UTC: wind one eight zero at six knots, visibility one zero statute miles, ceiling four thousand two hundred overcast, temperature two one, dew point one one, altimeter three zero zero six						
	FIRST REPORT SUBSEQUENT TO ACCIDENT CONCORD METAR - 1953 UTC: wind one nine zero at six knots, visibility one zero statute miles, four thousand two hundred scattered, ceiling one one thousand overcast, temperature two zero, dew point one one, altimeter three zero zero seven						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Katie J. Rios *(KT)	CCR ATCT	CIC SC				
	Skye T. Peterson (ZZ)	CCR ATCT	GC GC				
	Kenneth N. Moyer (KM)	CCR ATCT	LC LC				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Charles D. Deavers							





DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

November 03, 2016

REPORT NO.

CCR-ATCT-0044

NAME OF REPORTING FACILITY

Concord ATCT (CCR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 25, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1904 N364RM, BE36 called Concord (CCR) Ground Control (GC) for taxi instructions for departure with ATIS Papa. GC taxied N4RM to RY19R at TWY Juliette advised pilot to expect back-taxi RY19R with tower. N4RM acknowledged.
- 1905 Local Control (LC) gave control of RY19R to GC to back-taxi N364RM.
- 1906 GC back-taxied N4RM on RY19R and requested pilot report clear of the runway.
- 1909 Pilot reported reaching run-up area east of RY19R. GC instructed N364RM to contact Tower ready for departure and issued CCR wind 17014G27. GC returned control of RY19R to LC.
- 1912 N364RM called CCR Tower ready, requested a left cross wind departure. LC approved left cross wind and cleared N364RM for take-off RY19R. The pilot of N4RM advised he needed a minute. LC cancelled take off clearance requested N4RM advise when ready to depart.
- 1914 N364RM called CCR Tower ready to depart. LC approved left cross wind departure and cleared N364RM to take-off RY19R. N4RM acknowledged.
- 1935 Consolidated Fire and Emergency Dispatch contacted the Tower with reports of an aircraft crash in vicinity of Kirker Pass.

---

No More Follows



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**REPORT OF AIRCRAFT ACCIDENT**  
(Continuation Sheet)

REPORT DATE

October 27, 2016

REPORT NO.

CCR-ATCT-0044

NAME OF REPORTING FACILITY

Northern California TRACON (NCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

October 25, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

NCT did not provide any services to N364RM. Radar data from 1850-1950 was requested in support of the Accident Package.

No More Follows



SECTION 3.  
Review of Services Memo(s)




## Federal Aviation Administration

---

# Memorandum

Date: November 02, 2016

To: Concord Accident File CCR-ATCT-0044

From:   
Charles D. Deavers, Manager, Concord Airport Traffic Control Tower

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N364RM  
Concord, CA, October 25, 2016

---

CCR ATCT conducted a review of services concerning N364RM and was determined to have routine services. As the holding facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6  
FAA Form 8020-6-1  
FAA Form 8020-9  
FAA Form 8020-3  
FAA Form 8020-26  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
Airport Diagram  
Mandatory Occurrence Report

CCR-ATCT-0044

N364RM

\*\*\*




# Federal Aviation Administration

---

## Memorandum

Date: October 27, 2016

To: Concord Airport Traffic Control Tower

From:   
James Shingledecker, Acting Manager, Northern California Terminal  
Radar Approach Control Facility


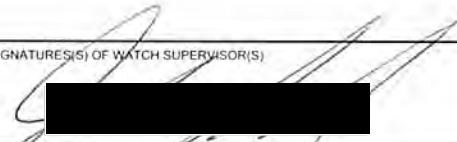
Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N364RM  
Concord, CA, October 25, 2016

---

NCT TRACON conducted a review of services concerning N364RM and was determined to have provided no services but does have air traffic data. As a facility with air traffic data I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 8020-6-1  
Continuous Data Recording (CDR)

SECTION 4.  
FAA Form(s) 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Oct 25, 2016
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY 
Concord, CA	CCR	ATCT	FLM/CIC	AIR TRAFFIC MANAGER Charles D. Deavers
UTC TIME	REMARKS			
10/25/16 1230	K. RIOS ON, WCLC. -- KT			
1400	RY19 IN USE. -- KT			
1500	K. MOYER ON. -- KT			
1536	K. RIOS ON. -- KT			
1648	P. HARDY ON -- PT			
1753	K. RIOS ON. -- KT			
1956	P. HARDY ON. -- KT			
2029	K. RIOS ON. -- KT			
2115	J.BERENDSEN ON. -- JB			
M 2214	CCR-M-2016/10/25-0001 -- N364RM -- PT			
2217	T.BAYLIS ON. -- JB			
10/25/16 2253	J.BERENDSEN ON. -- JB			
0003	RY01 IN USE. -- JB			
0018	T.BAYLIS ON. -- JB			
0108	J.BERENDSEN ON. -- TB			
0150	RY19 IN USE. -- TB			
0202	T.BAYLIS ON. -- JB			
0246	J.BERENDSEN ON. -- JB			
0338	WCLC. -- JB			
0459	COB. -- JB			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S) 		

FAA Form 7230-4

CCR-ATCT-0044  
N364RM



# Air Traffic Mandatory Occurrence Report

CCR-M-2016/10/25-0001

<b>1. Reporting FAC ID</b>			<b>2. Date UTC (dd/mm/yyyy)</b>								<b>3. Time UTC</b>				<b>4. Significant Occurrence?</b>		
C	C	R	2	5	1	0	2	0	1	6	1	9	2	0	<input checked="" type="radio"/> Yes <input type="radio"/> No		
<b>5. MOR reported by (select one):</b> <div style="display: flex; justify-content: space-between;"> <div> <input type="radio"/> Controller providing services  <input type="radio"/> CIC  <input type="radio"/> External Facility Referral         </div> <div> <input type="radio"/> FLM  <input type="radio"/> Aircraft Owner/Operator  <input type="radio"/> Hotline (Describe in summary)         </div> <div> <input type="radio"/> Internal Facility Review  <input type="radio"/> Electronically Detected  <input type="radio"/> Other (Describe in summary)         </div> </div>																	
Brasher warning given? <input type="radio"/> Yes <input type="radio"/> No      Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No																	
<b>EMERGENCY MORs</b>																	
<b>H1. MOR type – in-flight emergency conditions involving (select one):</b> <div style="display: flex; justify-content: space-between;"> <div> <input type="radio"/> Medical emergency  <input type="radio"/> Fuel quantity         </div> <div> <input type="radio"/> Inflight equipment malfunction  <input type="radio"/> Bird strike         </div> <div> <input type="radio"/> Pilot Disorientation  <input checked="" type="radio"/> Other (describe in summary)         </div> <div> <input type="radio"/> VFR in/on top IFR conditions         </div> </div>																	
<b>H1a. Aircraft information:</b>																	
Aircraft ID	Aircraft type/suffix	IFR/VFR:	Facility communicating with A/C	Position communicating with A/C	Frequency												
N364RM	BE36	<input type="radio"/> IFR <input type="radio"/> VFR	CCR	LC1													
<b>H1b. Malfunctioning equipment component:</b>  <small>Only complete for mechanical MORs</small>					<b>H1c. Passenger or crew condition:</b>  <small>Only complete for medical MORs</small>					<b>H1d. Medical assistance aboard:</b>  <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown							
<b>H2. MOR type – in-flight security conditions involving (select one):</b> <div style="display: flex; justify-content: space-around;"> <input type="radio"/> Laser light illumination            <input type="radio"/> Hijack            <input type="radio"/> Bomb threat       </div>																	
<b>H2b. Nearest major city:</b>  <small>Only complete for laser light illuminations</small>					<b>H2c. Altitude:</b>  					<b>H2d. Route information:</b>							
<b>H2e. Location (lat/long or fix/radial distance);</b>					<b>H2f. Time DEN notified (UTC):</b>					Departed	Destination	Diverted to					

CCR-ATCT-0044  
N364RM

# Air Traffic Mandatory Occurrence Report

CCR-M-2016/10/25-0001

## SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

N364RM, BE36 departed CCR eastbound. Contra Costa County Fire Department reported Beechcraft crash 8NM east/northeast CCR airport. Aircraft identity not confirmed.

# Air Traffic Mandatory Occurrence Report

CCR-M-2016/10/25-0001

SEPARATION		
<b>Was this a loss of separation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: _____	
Separation Used: <input type="radio"/> Course Divergence <input type="radio"/> MARSAS <input type="radio"/> Mode C Interlace <input type="radio"/> Opposite Course (Report Passing) <input type="radio"/> Other Facility <input type="radio"/> Procedure/Waiver <input type="radio"/> Report/Observe Leaving Altitude <input type="radio"/> Terminal Transition <input type="radio"/> Tower Visual Separation <input type="radio"/> VFR Aircraft <input type="radio"/> Visual Approach <input type="radio"/> Visual Separation <input type="radio"/> Other		
RISK ANALYSIS		
<b>Was this a Risk Analysis Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	RAE Score: _____	
PILOT DEVIATION		
<b>Was this a possible pilot deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
SURFACE EVENT		
<b>Was this a possible Surface Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
<b>Was this a possible Vehicle/Pedestrian Deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
NMAC		
<b>Was this a NMAC?</b>		
<input type="radio"/> Yes <input type="radio"/> No	NMAC Number: _____	

CCR-ATCT-0044  
N364RM

# Air Traffic Mandatory Occurrence Report

CCR-M-2016/10/25-0001

## QA SUMMARY

An analysis of the event was completed by reviewing the MOR summary. This event was an aircraft crash. All concerned were notified. T. Petrakis 10/26/2016

SECTION 5.  
Personnel Log(s)



# ART - Sign On Log

11/1/2016 3:03:43 PM

## CCR

Selected Report Dates: 10/24/2016 10:00:00 PM - 10/25/2016 10:00:00 PM

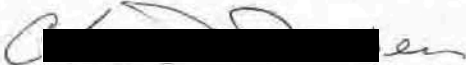
OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
KT	RIOS, KATIE	06:30-14:30/R	06:30:00	14:30:00			5+31	
	REMARKS							
KM	MOYER, KENNETH N	06:45-16:45/R	06:45:00	17:45:00		1+47	0+36	1+0
	REMARKS							
WH	HARPER, WALTER	07:00-17:00/R	07:00:00	17:00:00	10+0			
	REMARKS							
PT	HARDY, PATRICIA	09:35-17:35/R	09:35:00	17:50:00				0+15
	REMARKS							
CB	BROWN, CLINTON E.	10:00-11:00/R	10:00:00	11:00:00	1+0			
	REMARKS							
DR	REID, SEAN J.	10:00-18:00/R	10:00:00	18:00:00				
	REMARKS							
TB	BAYLIS, TRACEY A	10:00-20:00/R	10:00:00	20:00:00		1+2	2+29	
	REMARKS							
ZZ	PETERSON, SKYE T	10:30-18:30/R	10:30:00	18:30:00				
	REMARKS							
CB	BROWN, CLINTON E.	11:00-18:00/R	12:00:00	18:00:00	1+0			
	REMARKS							
HK	HOUGEY, KENNETH A	12:00-20:00/R	12:00:00	20:00:00				
	REMARKS							
JB	BERENDSEN, JUSTIN A	14:15-22:15/R	14:15:00	22:15:00			5+36	
	REMARKS							



## Federal Aviation Administration

---

### Memorandum

Date: November 01, 2016  
To: Aircraft Accident File CCR-ATCT-0044  
From:   
Charles D. Deavers, Manager, Concord Airport Traffic Control Tower  
Subject: Personnel Log Amendment,  
Aircraft Accident, N364RM  
Concord, CA, October 25, 2016

---

I certify that the following personnel were not scheduled to work on October 25, 2016:

Sean P. Mackey  
Christopher Innocent  
Kurt S. Rutledge  
Paul J. Wurdack III

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent





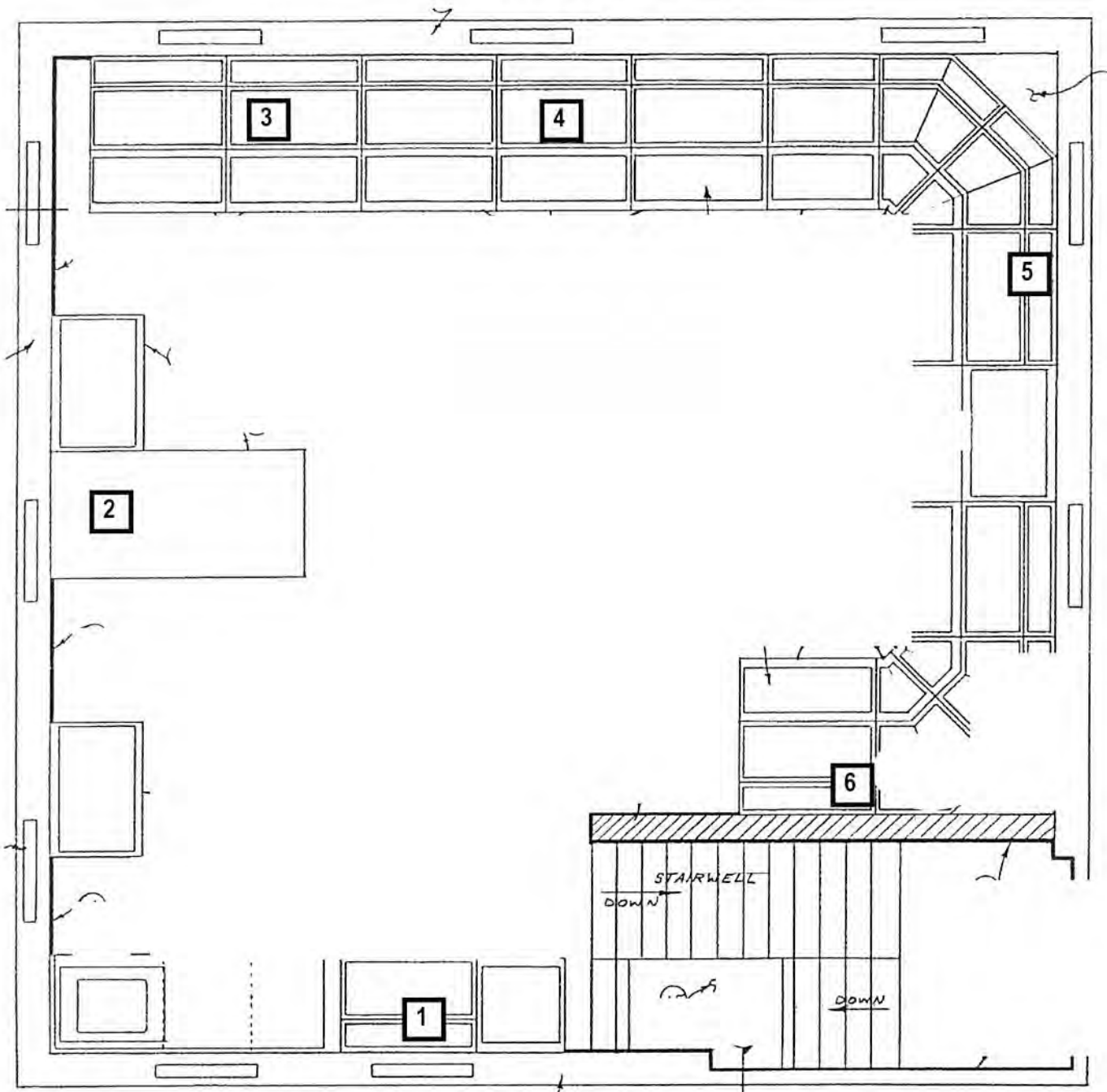






SECTION 7,  
Facility Layout Chart(s)

## Concord ATCT Operating positions



Position # 1: Local Control 2 when traffic warrants a split tower frequency configuration.

Position #2: Supervisor/Controller-In-Charge Desk. When a supervisor is not on duty, or is not in the tower, a controller is designated in charge of the shift.

Position #3: Ground Control

Position #4: Flight Data/Clearance Delivery

Position #5: Local Control 1; combined Locals generally worked from this position

Position #6: Formerly Ground Control 2/auxiliary position for monitoring, etc.

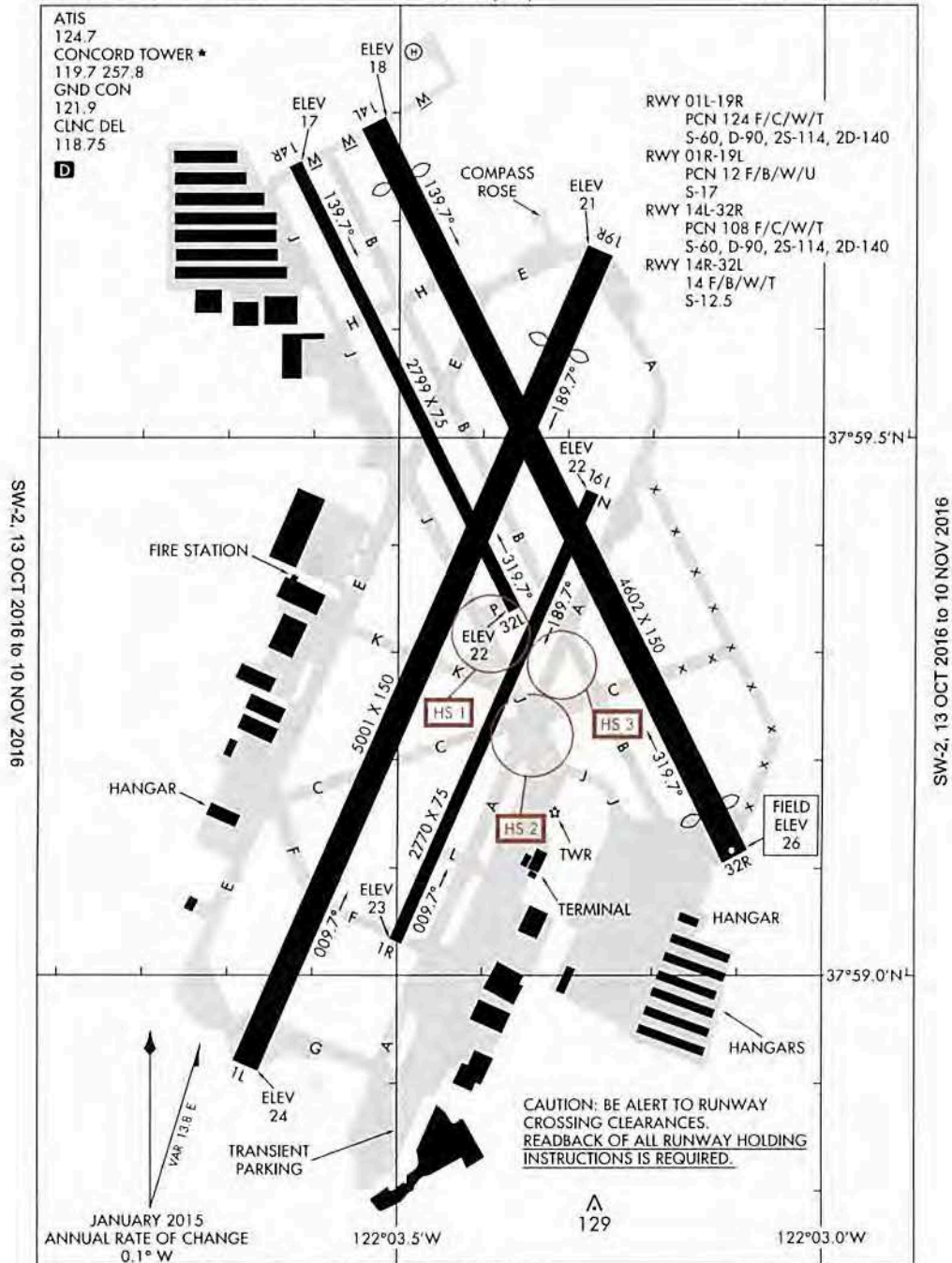
SECTION 8.  
Airport Diagram



16147

## AIRPORT DIAGRAM

AL-5320 (FAA)

BUCHANAN FIELD (CCR)  
CONCORD, CALIFORNIA

## AIRPORT DIAGRAM

16147

This diagram is not to scale

CONCORD, CALIFORNIA  
BUCHANAN FIELD (CCR)

SECTION 9.

FAA Form(s) 8020-3, Facility Accident/Incident Notification Record



# FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification

N364RM

Date

10/25/2014

Airport

Concord

The order and number of calls will be determined by the situation involved.

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment				
Additional Emergency Equipment <i>Fire Dispatch</i>		1955		
Search and Rescue				
*Washington Operations Center (WOC)				
Region Operations Center (ROC)		2030		
Domestic Events Network (DEN)				
Air Traffic Manager		2030		
Flight Standards District Office (FSDO)				
System Safety Investigations				
National Transportation Safety Board (NTSB)				
System Maintenance Organization Manager				
Law Enforcement				
National Weather Service (NWS)				
Military Authority <i>TRAVIS</i>		2015		
Airport Authority		2100		
Aircraft Operator <i>(Concord Jet)</i>		2015		
Operational Control Center (OCC)				
Service Operations Center (SOC)				
Northern California TRACON (NCT)		2015		
District Manager (Sierra-Pacific) Mobile		2100		
Assistant District Manager (Sierra-Pacific) Mobile				
NATCA FACREP (CCR-KM) Mobile		2030		
Air Traffic Manager (CCR-CC) Mobile				
Front-line Manager (CCR-HK) Mobile				
Front-line Manager (CCR-PT) Mobile				
Contra Costa County Sheriff Department				
Solano County Sheriff Department				
Automated Surface Observation System (ASOS)				

Form Updated by (Name, Title, Facility): Charles Deavers, Air Traffic Manager, Concord ATCT

Date: 08/08/2016

\*Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

FAA Form 8020-3 (12-10) Supersedes Previous Edition

CCR-ATCT-0044

N364RM

SECTION 10.  
Weather Products

Concord ATCT

Weather Products 10/25/2016 UTC

METAR KCCR 251853Z 18006KT 10SM OVC042 21/11 A3006 RMK AO2 RAB23E42 SLP167 P0000  
T02060106

METAR KCCR 251953Z 19006KT 10SM SCT042 OVC110 20/11 A3007 RMK AO2 PK WND  
19027/1905 RAB36E45 SLP168 P0001 T02000111

I certify the attached copy of the METARSS originated from the APG-link to  
archived weather is an accurate copy of the original.



Charles D. Deavers  
Air Traffic Manager  
Concord

## SECTION 11.

Other

## UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST	UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400								
0100	1700	1800	1900	2000	2100	1600	1500	1300	0500	0600	0700	0800	0900	0400	0300
0200	1800	1900	2000	2100	2200	1700	1600	1400	0600	0700	0800	0900	1000	0500	0400
0300	1900	2000	2100	2200	2300	1800	1700	1500	0700	0800	0900	1000	1100	0600	0500
0400	2000	2100	2200	2300	0000*	1900	1800	1600	0800	0900	1000	1100	1200	0700	0600
0500	2100	2200	2300	0000*	0100	2000	1900	1700	0900	1000	1100	1200	1300	0800	0700
0600	2200	2300	0000*	0100	0200	2100	2000	1800	1000	1100	1200	1300	1400	0900	0800
0700	2300	0000*	0100	0200	0300	2200	2100	1900	1100	1200	1300	1400	1500	1000	0900
0800	0000*	0100	0200	0300	0400	2300	2200	2000	1200	1300	1400	1500	1600	1100	1000
0900	0100	0200	0300	0400	0500	0000*	2300	2100	1300	1400	1500	1600	1700	1200	1100
1000	0200	0300	0400	0500	0600	0100	0000*	2200	1400	1500	1600	1700	1800	1300	1200
1100	0300	0400	0500	0600	0700	0200	0100	2300	1500	1600	1700	1800	1900	1400	1300
1200	0400	0500	0600	0700	0800	0300	0200	2400	1600	1700	1800	1900	2000	1500	1400

\*0000 and 2400 are interchangeable.

2400 is associated with the date of the day ending, 0000 with the day just starting.

**UTC** = Coordinated Universal Time, or **Zulu**

**PST** = Pacific Standard Time (UTC - 8 hours)

**ALDT** = Alaskan Daylight Time (UTC - 8 hours)

**PDT** = Pacific Daylight Time (UTC - 7 hours)

**MST** = Mountain Standard Time (UTC - 7 hours)

**MDT** = Mountain Daylight Time (UTC - 6 hours)

**CST** = Central Standard Time (UTC - 6 hours)

**CDT** = Central Daylight Time (UTC - 5 hours)

**EST** = Eastern Standard Time (UTC - 5 hours)

**EDT** = Eastern Daylight Time (UTC - 4 hours)


**AST** = Atlantic Standard Time (UTC - 4 hours)

**ALST** = Alaskan Standard Time (UTC - 9 hours)

**HST** = Hawaiian Standard Time (UTC - 10 hours)





FAA Form 8020-26, Personnel Statement

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT</b>		1. Name of Reporting Facility: <i>CCR ATCT</i>	2. Report Number: <i>CCR-ATCT-0044</i>
		3. Aircraft Identification and Type: <i>N364RM</i>	
4. Location of Occurrence: <i>Antioch CA</i>		5. Date & Time of Occurrence (UTC): <i>10/25/16 1920Z</i>	
6. Name (Operating Initials): <i>Km</i>	7. Title: <i>ATCS</i>	8. Position and Time (UTC): <i>LCI 1853-1934</i>	
<p>9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.</p>			
10. Text of Statement:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I, Kenneth Mayer, was working the Local Control position at Concord Tower on October 25th between the hours of 1853Z to 1934Z. Bonanza N364RM called ready for takeoff on runway 19R. I cleared N364RM for takeoff. N364RM for a <del>minute</del> minute and then a radio check. I cleared N364RM for takeoff a second time and N364RM departed runway 19R on a left cross wind without incident.</p> <p style="text-align: center;"><i>EOS</i></p>			
11. Signature of Witness: 		12. Date of Signature: <i>10/25/16</i>	

FAA Form 8020-26 (12-14) Supersedes Previous Edition

Electronic Version

CCR-ATCT-0044  
N364RM

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>  <b>PERSONNEL STATEMENT</b>		1. Name of Reporting Facility: Concord ATC Tower	2. Report Number: CCR-ATCT-0044
4. Location of Occurrence: PITTSBURG, CA		3. Aircraft Identification and Type: N364RM, BE36	
6. Name (Operating Initials): ZZ	7. Title: ATCS	8. Position and Time (UTC): GC/FD/CD 1850-1954	
9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.			
10. Text of Statement: <span style="float: right;"><input checked="" type="checkbox"/> ORIGINAL    <input type="checkbox"/> SUPPLEMENTAL</span>  N364RM called Ground Control at approximately 1905Z ready to taxi with the appropriate phonetic ATIS code "P." I asked if he could accept an intersection departure because CCR has taxiway closures that make taxiing aircraft from the west side of the field slightly longer & more complex. I also asked if he needed a run-up. N364RM replied with asking for a back taxi & that he would need a run-up. I taxied N364RM to Runway "19R" at "J" intersection & told him to expect a back taxi with Tower. Tower coordinated with me & gave me control of Runway 19R. I then back taxied N364RM from "J" to the 19R Runway & asked him to advise when clear. He did advise "Clear" & I observed it out the window & then I told him to contact tower when ready for departure, & gave him the gusty winds that just started to occur.			
11. Signature of Witness: 		12. Date of Signature: 10/28/16	





DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:  
Concord ATC Tower

2. Report Number:  
CCR-ATCT-0044

3. Aircraft Identification and Type:  
N364RM, BE36

4. Location of Occurrence:  
PITTSBURG, CA

5. Date/Time of Occurrence (UTC):  
10/25/2016 1920Z

6. Name (Operating Initials):  
KT

7. Title:  
ATCS

8. Position and Time (UTC):  
CIC 1753-1956

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this occurrence. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

☒ ORIGINAL ☐ SUPPLEMENTAL

AS CIC AT THE TIME, I OVERSAW THE OPERATIONS IN THE  
TOWER CAB. I OBSERVED N364RM TAXI TO RWY 10R. I  
HEARD HIM READ BACK ALL APPROPRIATE READBACKS. I HEARD  
AND OBSERVED HIM DEPART RWY 10R, LEFT CROSSWIND.

11. Signature of Witness:

12. Date of Signature:

10/28/16